

SECTION 6 - STREET CLASSIFICATIONS

The classification of proposed streets shall be determined by an estimate of the anticipated vehicular traffic volume as currently prescribed or as revised by the Virginia Department of Transportation and shall apply to streets proposed by a subdivider and to all streets shown on the Fauquier Comprehensive Plan and major street plan. Subdividers shall be required to dedicate rights-of-way for major thoroughfares, arterial highways and freeways where applicable but shall be required to construct only appurtenant service drives and access points. Subdividers shall be required to dedicate and construct other streets.

All construction shall conform to Standards of Fauquier County or, in the event no Fauquier County standards exist, to the standards of the Virginia Department of Transportation. Unless otherwise shown, all materials and construction technique specifications shall be in accordance with the requirements of the Virginia Department of Transportation in effect at the time of the plan and specification submission.

6-1 Local Street

A travelway within a subdivision which may be required to serve as access to adjoining property or to connect with streets in an adjoining subdivision having an average daily traffic count of 0-400 shall be constructed as follows in accordance with projected traffic:

With Curb and Gutter

0-210 vehicles/day	Class 1A Street
211-400 vehicles/day	Class 1A(1) Street

Without Curb and Gutter

0-400 vehicles/day	Class 1B Street
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The right-of-way shall be not less than 50 feet.

6-2 Collector Street

- (A) *Local.* A travelway within a subdivision which may be required to serve as access to adjoining property or to connect with streets in an adjoining property or to connect with streets in an adjoining subdivision having an average daily traffic count from 401-1000 shall be constructed as follows in accordance with projected traffic.

With Curb and Gutter

401-700 vehicles/day	Class 2A Street
701-1000 vehicles/day	Class 2A(1) Street

Without Curb and Gutter

401-1000 vehicles/day	Class 2B Street
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The minimum right-of-way shall be 50 feet for Class 2A and 2B streets and 60 feet for Class 2A(1).

- (B) *Major.* A travelway within a subdivision which may be required to serve as access to adjoining property or to connect with streets in an adjoining subdivision having an average daily traffic count of 1001-3000 shall be constructed as followed in accordance with projected traffic:

With Curb and Gutter

1001-3000 vehicles/day	Class 3A Street
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Without Curb and Gutter

001-2250 vehicles/day	Class 3B Street
2251-3000 vehicles/day	Class 3B(1) Street

The minimum right-of-way shall be 50 feet for Class 3B street and 60 feet for Class 3A and 3B(1) streets.

6-3 *Major Thoroughfare*

A travelway designed to provide for either primary or secondary through traffic movement between primary highways, major secondary roads, other major thoroughfares, parkways, arterial or interstate highways having an average daily traffic count of 3001-8000 shall be constructed as follows in accordance with projected traffic:

With Curb and Gutter

3001-5500 vehicles/day	Class 4A Street
5501-8000 vehicles/day	Class 4A(1) Street

Without Curb and Gutter

3001-5500 vehicles/day	Class 4B Street
5501-8000 vehicles/day	Class 4B(1) Street

The minimum right-of-way for the various classes of streets shall be as follows: Class 4A, 80 feet; Class 4A(1), 100 feet; Class 4B, 90 feet; and Class 4B(1), 100 feet.

6-4 *Arterial Highway*

A travelway designed as a major carrier of through traffic having an average daily traffic count of over 8000 shall be constructed as a Class A(1) with curb and gutter or 4B(1) street without curb and gutter in accordance with the current County Specifications and Standards as a minimum allowable. This facility should be a partially controlled access road with full service drives and a minimum right-of-way of 100 feet for Class 4A(1) street and 100 feet for Class 4B(1) street.

6-5 *Freeway*

A major interstate carrier having a minimum rural right-of-way of 300 feet designed to interstate standard with full control of all access points.